

(ESTABLISHED 1881.)

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Shipping—Steamers

AND

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THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

Fontels


MR. A. F. DAVIES,
MARSEY.

QUEEN'S ROAD, HONGKONG.

NON-RETIREMENTAL

Preparator.

Manner



Is not the cheapest when purchased, but it is the cheapest in the long run, as is proved by the fact, that the number of Remingtons sold annually is vastly greater than that of any other make.

It has always been and is to-day the recognized leader among writing machines.

It does the best work and keeps doing it for the longest time.

Remingtons are sold all over the world, and are the most popular of all typewriters. They are offered at low prices and appreciated values.

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SOLE AGENTS FOR HONGKONG AND CANTON

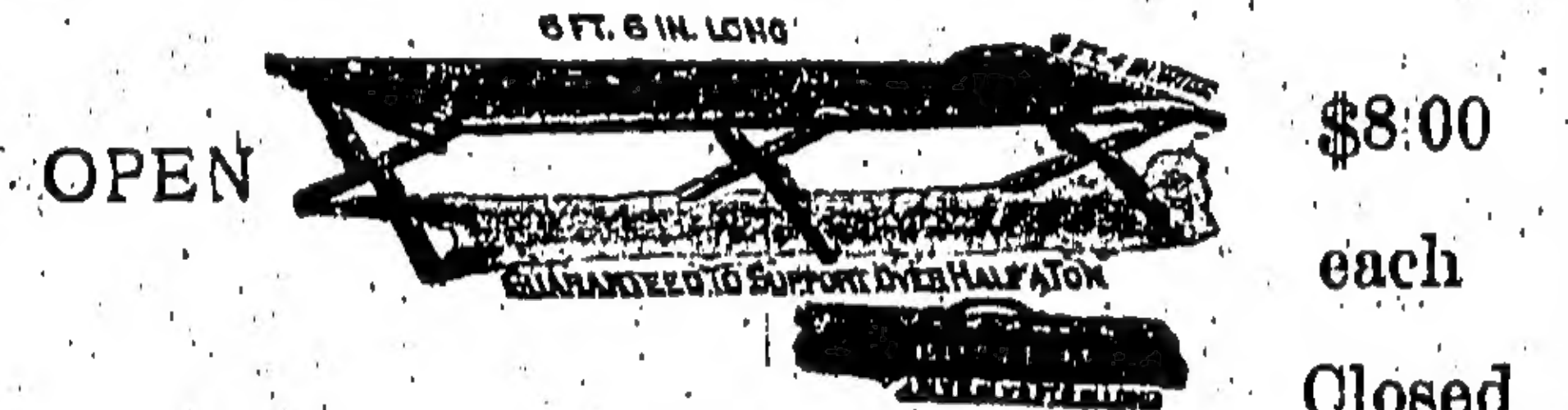
Bar & Co.,
(Washington, D.C.)

J. KULLMANN,
Acting Manager.

General Manager,
Kongtong, 1st April 1929. (5)

Intimations.

FOLDING CANVAS BEDS.



With
MOSQUITO FRAME
 AND
CURTAIN
\$15.00 COMPLETE.


THIN SUMMER BLANKETS.

\$3.50 each.

A NECESSITY AND A LUXURY FOR THE SUMMER.

LANE, CRAWFORD & CO. [81]

FOR BATHING PARTIES.



Blackberry Brandy.
 Cherry Brandy.
 Cherry Whisky.
 Creme De Menthe.
 Orange Gin.

Telephone _____
No. 75. _____

CALDBECK, MACGREGOR & CO.

Wine & Spirit Merchants.

Hongkong, 9th August, 1910. [3]

Hotels.

TRY
WEISMANN'S
PURE FRESH COFFEE.

Roasted and Ground on our Premises Daily.

1/2-lb. and 1-lb. tins:

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PRAX, near the TRAM TERMINUS Tel. 56.

For Terms, Etc., apply to the
MANAGER.

Washington, D.C., July 1964

Intimation.

Powell's

ARE SHOWING
UPHOLSTERED

FURNITURE

IN
GREAT VARIETY.

LARGE, DEEP

AND

COMFORTABLE

LOUNGE.

CHAIRS

SETTEES.

Chesterfields.

DINING

CHAIRS.

OFFICE

CHAIRS.

FANCY

CHAIRS.

SHOW ROOMS

FIRST FLOOR

Alexandra

Buildings.

Hongkong, 8th August, 1910.

Auction.

BY ORDER OF THE MORTGAGEE.
PUBLIC AUCTION.M^r. GEO. P. LAMBERT has received
instructions to sell by
PUBLIC AUCTION,FRIDAY,
the 16th day of August, 1910, at 12 Noon,
at his Sale Room in Daddell Street,
Victoria, Hongkong.THE FOLLOWING
VALUABLE LEASEHOLD PROPERTIES
situate at Victoria, Hongkong, viz.:Lot 1. ALL THAT PIECE OR PARCEL OF
GROUND known and registered in the Land
Office as Section E of Marine Lot No. 146
together with the messuage erections and
buildings thereon known as No. 5 Stone
Nullah Lane. Area 920 square feet. Term
999 years. Annual Crown Rent \$15.36.Lot 2. ALL THAT PIECE OR PARCEL OF
GROUND known and registered in the Land
Office as Section F of Marine Lot No. 146
together with the messuage erections and
buildings thereon known as No. 3 Stone
Nullah Lane. Area 194 square feet. Term
999 years. Annual Crown Rent \$4.95.Lot 3. ALL THAT PIECE OR PARCEL OF
GROUND known and registered in the Land
Office as Section G of Marine Lot No. 146
together with the messuage erections and
buildings thereon known as No. 1 Stone
Nullah Lane. Area 913 square feet. Term
999 years. Annual Crown Rent \$5.75.For further particulars and conditions of
sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
Princes Buildings, 104 Horse Street,
Solicitors for the Vendor,
or to
M^r. GEO. P. LAMBERT,
the Auctioneer.

Hongkong, 17th August, 1910. [547]

Public Companies.

CHINA SUGAR REFINING COMPANY,
LIMITED.

NOTICE.

IN accordance with the provisions of No. 121
of the Articles of Association, the General
Assembly has this day declared an INTERIM
DIVIDEND of 1% for the half year ending
30th June, 1910, on the Paid-Up Capital.
DIVIDEND WARRANTS payable on
TUESDAY, the 30th August, will be issued to
Shareholders on application.The TRANSFER BOOKS of the Company
will be CLOSED from the 17th to 30th August,
both days inclusive.JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 17th August, 1910. [540]HONGKONG AND SHANGHAI BANK-
ING CORPORATION.THE DIVIDEND DECLARED for the
Half-Year ending 30th June, 1910, at the
rate of TWO POUNDS STERLING per Share of
\$15 is Payable on and after MONDAY, the
22nd August, Current, at the Offices of the
Corporation, WHERE SHAREHOLDERS ARE
REQUESTED TO APPLY FOR WARRANTS.
By Order of the Court of Directors,
J. I. STAUD,
Acting Chief Manager.
Hongkong, 20th August, 1910. [549]

Acting Chief Manager.

Intimations.

STATE OF NORTH BORNEO.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of the
Revenue Farms in the State of North
Borneo from 1st January, 1911, as set out
in tender.Tenders will be received at the Office of the
Government Secretary, Sandakan, up to
10 o'clock noon on the 1st day of October,
1910, for the purchase of the exclusive privileges of
the Farms enumerated below for a period
of 1, 2 or 3 years commencing on the 1st
January, 1911.The Farms above referred to are the
Opium, Spirit, Gambiung, and Pawaibung
Farms for the whole or part of the State.
Copies of the Forms of Contracts for the
Farms and full particulars of the conditions
to be observed by tenderers may be seen on
application at the Office of the Government
Secretary, Sandakan, or of Messrs. Guthrie &
Co., Singapore and Penang, or of Messrs.
Gibb Livingston & Co. at Hongkong.The retail rates for Opium fixed by
Government for the Opium Farm for 1911,
1912 and 1913 are those specified below
viz.:

For every 3 hoo packet	\$5.14
" 4 " "	5.19
" 5 " "	5.24
" 6 " "	5.29
" 7 " "	5.34
" 8 " "	5.39
" 9 " "	5.44
" 10 " "	5.49

Hongkong, 10th June, 1910. [414]

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVY CONTRACTORS,
AND GENERAL COMMISSION
AGENTS.GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR
HARTMANN'S BAKING POWDER
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LADKOHES.Sole Agents for
FERGUSON'S SPECIAL ORNAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 17th March, 1910. [190]

WHAT IT COSTS TO FLY.

THE FACTS AND FIGURES.

Nowadays any ordinary active man, on
deciding to learn to fly, may achieve his ambi-
tion in less than a month's time, provided he
is prepared to spend some money upon the
pursuit. If he is content to acquire the art of
airmanship without actually owning an aero-
plane of his own, it will cost him £200, or
slightly more. Should he buy a machine his
expenditure may be £500 or £1,000, accord-
ing to the make, and reputation of his aircraft.
To such a stage of practicability has human
flight already attained. And it is not surpris-
ing, in view of recent achievements in the air,
that many sportsmen—mostly young men of
fortune—are now discussing and for the first
time, the buying of aeroplanes and the adop-
tion of flying as a new and very exhilarating
form of motoring.

BUYING AN AEROPLANE.

The first thought of a man who is thinking
of becoming an aviator is naturally this: How
much does an aeroplane cost? Upon this
point precise details are now available. A
Farman biplane, such as M. Paulhan and M^r.
Graham-White steered in the memorable
London-to-Manchester flight, and fitted with
the famous Gnome motor—to which both pil-
ots owed so much of their success—now costs
£1,100.

The aeroplane, when ready, is delivered to
the purchaser at Mourmelon, and he must then
buy a very large wooden crate to pack it in, if
his intention is to take it to England. This
packing case—its size may be gauged when it
is remembered that the biplane measures close
upon forty feet from one wing-tip to the other
—will cost nearly £50. The carriage of the
flying machine from France to England will
involve an outlay of another £25. Should a
man decide to buy a monoplane, or single-
surface machine, instead of a biplane,
such as the Farman, he will find that the cost
of a Blériot-type craft, fitted with a three cylin-
dered Anzani engine—the same pattern of
aerofoil and motor as that with which M.
Blériot flew across the Channel—is £480.
Delivery of such a monoplane as this may be
made almost immediately.

But the procurement of experts should be
called as regards the use of monoplanes and
biplanes from the point of view. They
say, and experience certainly bears them out,
that the beginner learns to fly more easily and
more safely upon a biplane than upon a mono-
plane. The reason is that when a biplane
begins to lose its balance in the air it heels
over far more slowly than a monoplane, thereby
giving its pilot more time to clear his levels
and bring it again upon a level keel.

THE QUESTION OF DAMAGE.

Upon the question of how much damage a
man is likely to do to his machine in learning
to fly M^r. Graham-White has made a valuable
statement. "I am perfectly certain," he said,
"that by 6 at taking a pupil up with me as a
passenger in a Farman machine, and showing
him how to manipulate the hand control lever
and the foot-lever operating the rudder, I
can teach him to fly without the slightest
damage being done to the aeroplane. After-
wards, when he makes his first ascent
alone, there is a risk of a judicious descent.
But it all depends on the man. Lightness of
touch is needed in flying, and that level-
headedness. The ideal pupil would learn to
fly in a day almost, and become a proficient
aviator without breaking a skid or a stay."

The damage that can be done by a bad
descent was indicated to me, rather quaintly,
by one aviator of experience, who contends
that "you can smash up a machine apparently
quite badly, and yet the repair bill will not be
more than £100. An awkward landing, causing the
breaking of a skid or several wooden stays,
will not cost more than two or three pounds."
After a man has learned to fly at some train-
ing aerodrome, and is ready to take his
machine home with him, he should have ready
for his use a field at least two hundred yards
square for the run along the ground which is
necessary to gain the impetus by which to soar
into air. As he becomes more expert less
manoeuvring room will be necessary. He
must also erect a shed in which to have the
aeroplane housed. This he can bill for
£100. An elaborate hangar with a concrete
floor and a small repair shop in one corner of
it may cost £300 or £400.

To a beginner who is not well acquainted
with aeroplane motors the services of a special
mechanic will be essential. The salary of a
reliable man—one who thoroughly understands
the delicate "tuning-up" process necessary
every now and then with re-appears—ranges
from £3 to £5 a week. Two or three old men
are generally necessary, at the commencement
of each flight, to assist in manoeuvring the
aeroplane from point to point.

EXERCISES IN THE AIR.

The actual cost of flying, while in the air,
varies enormously according to the engine
used. "On my Farman," with the Gnome
motor," M^r. Graham-White once said, "I
find I use four gallons of petrol in an hour's
flight. At 2s 6d a gallon this represents 4s 8d.
Then there is quite a gallon and a half of
special lubricating oil to add to this, represent-
ing a cost of 7s 6d. Thus the total cost of an
hour's flight is 12s 3d. During an hour I
should have traversed forty-five miles. There-
fore the cost of my flight would be slightly less
than 3d a mile. So no other motors consume
more petrol but far less oil. It is a question of
construction and power. But when the aero-
plane is quite a practical machine, it will be
far cheaper than motoring. There will be
no heavy tyre bills, and no wear and tear from
the vibration of roads."

Sufficient fabric to re-clap the planes of a
Farman machine costs about £60. Minor
repairs involve little expense. With careful
handling, experts agree that an aeroplane
should last quite a long time—certainly longer
than a year.
For the man who wants to learn to fly first
and to buy an aeroplane afterwards a flying
school offers itself. For 200 guineas at one
such school, he can learn to pilot either a
biplane or a monoplane; for 100 guineas he can
acquire control over both. His other expenses
would be a £50 deposit against damages to the
machine and a payment of 10s to insure
against third-party suits for a period of two
months.

BULLION.

Messrs. Mocatta and Goldsmid's report,
dated London July 29, says:—

The silver market during the past week has
shown decided weakness and the cash price
has fallen from 25 3/16 to 24 1/4 which we quote
to-day.

The fall in the forward quotation has not
been so decided and the difference between
cash and forward has consequently narrowed
1/16, the buying having been almost entirely for
forward delivery and holders of spot being
ready to lend silver on more reasonable terms.

With regard to the general aspect of the
market, the conditions mentioned in our last
circular continue, the very large holdings by
one operator hanging over the market as a
blanket and preventing many from dealing in
the metal who would otherwise do so.

The ultimate destination of this large ac-
cumulation of silver is difficult to foresee as
there is very little activity in the bazaar and
the prospects of the Indian Government re-
quiring silver are more remote owing to a material
increase in the currency reserve during the last
few weeks.

The present holders of silver have therefore
either to continue buying and so to increase their
holdings, or leave the market to find its natural
level in which case lower prices would seem
inevitable. Gold has continued in demand for
America and the Continent and the whole of
this week's arrival was taken for export though
at a slightly lower price.

During the week the Bank of England has
received £12,000 in sovereigns from France
while £60,000 has been withdrawn.

Messrs. Samuel Montagu & Co.'s bullion
report, dated London, July 28, contains the
following:—

GOLD.

The arrivals of bar gold—about £700,000—
were bought principally for New York, and in
the absence of any keen competition the price
fell to 77. 93. p. or 51d. The amount reserved
for 1 day was £71,000.

The following amounts have been received
by the Bank of England:—

July 21, £10,000 in sovereigns from France.
" 25, 10,000 in sovereigns from France.
Withdrawals have been made as under:—
July 21, £6,000 in silver from G. Brainer.
" 25, 10,000 " " Singapore.
" 26, 50,000 " " Batavia.

SILVER.

The ordinary activities of the market are
suspended—what public attention is centred
in the problem of the disposal of the large
accumulation of silver. It seems almost out of the sphere of work-
day business and is a feat of strength in
which weight and weight is being piled on the
arched chest of the performer, whilst the by-
standers wonder how much more he can bear.

The interest of the problem lies in the ques-
tion as to who will remove the burden when
the limit of endurance is reached.

We look to the Indian Bazaar, who, at the
present time, are the only legitimate consumers
on a large scale, and we find a paltry consump-
tion of £15,000 a week—not expected to in-
crease materially for several months—and we
notice that at America, the principal producer,
is pouring in £15,000 a week; this is not unlike
the discharge from a 7-in. into a 1-in. pipe,
which, as every one knows, usually spells dis-
aster.

We turn to China, which without doubt has
taken advantage of the situation to reduce her
holdings. Heavy liquidation would drive the
exchange down and down, and it is far from
likely that China would absorb silver except
at successive falls in price.

We turn next to the prospect of Indian
Government purchases. Before this is within
practical politics there must be a decided
shortage of the Treasury balances—of which
no sign is yet apparent, but rather the contrary.
Moreover, there is an expectation that satisfac-
tory harvests will be followed by a great revival
of the Indian import trade, India having for
some time past kept herself short of goods.
Thus, if India's prosperity is so great that she
will prefer to spend for goods rather than lay
by silver ropes, the Indian Government will
have no reason to supplement the metal
currency—at any rate, on anything like a large
scale. The moon has stopped temporarily.
Coinage orders elsewhere may come, but
these are distinctly limited and their advent is
not much affected by the price of silver.

Trade requirements would be increased by
lower prices, but there must be considerable
temptation as to price before a large demand
would be felt.

Against the above considerations must be set
the undoubted prosperity of India, and the
favourable outlook of silver—apart from the
stock.

The cash price has fallen away considerably.
Near covering is much reduced and therefore
these have been but few forced purchases at
premium; the premium on spot silver has been
reduced in consequence to 1/1.

A shipment of £50,000 has been made from
San Francisco to Hongkong.
The quotations to-day are respectively 1/1
and 1/16d. below those quoted a week ago.

CHEONG HING

HAS ALWAYS ON HAND

A LARGE ASSORTMENT OF

CURIOS, PORCELAIN, JADESTONE

AND

SILK EMBROIDERIES.

Inspection Solicited.

No. 77, Queen's Road Central.
Hongkong, 17th July, 1910. [447]HONGKONG AVERAGE MARKET
PRICES.

Corrected 15th August, 1910, 200 cts. per 50 lbs.

BUTCHER MEAT.

Cuts.

Beefsteak and prime cut—Mei Lung Pa 20

" Corned—Ham Ngau Yuk 22

" Roast—Shu 22

" Breast—Ngau Lam 15

" Soup, Tong Yuk 20

" Steak—Ngau Yuk Pa 22

" Shrimp—Ngau Lau 20

" Sausages—Ngau Yuk Chong 25

Duck's Head—Ngau Li 10

" Corned—Ham Ngau Li 60

" Head—Ngau Tau 85

" Heart—Ngau Sum 12

" Hump, Salt—Ngau Kin 18

" Feet—Ngau Keok 18

" Kidneys—Ngau Yiu 9

" Tail—Ngau Mei 18

" Liver—Ngau Con 12

" Tripe (unadressed)—Ngau To 6

Calves' Head and Feet—Ngau-chai-
tau-keok 11.00

Mutton Chop—Young Fat Kwai 22

" Leg—Young Fat 22

" Shoulder—Young Shau 20

Pigs' Chills—Chai cheong 22

" Brains—Chai Keok 24

" Feet—Chai Keok 12

" Fry—Chai Cheok 12

" Head—Chai Tau 15

" Heart—Chai So 11

" Kidneys—Chai Yiu 8

" Liver—Chai Kon 10

Pork, Chop—Chai Fat Kwai 18

" Corned—Ham Chai Yuk 12

" Fat—Chai Fat 12

" Leg or Lard—Chai Yau 18

Sheep's Head and Feet—Young Tau 10

" Keok 10

" Heart—Young Sum 12

" Kidneys—Young Yiu 12

" Liver—Young Con 12

Sucking Pigs, To Order—Chai Chai 12

Suet Beef—Sung Ngau Yau 12

" Mutton—Sung Young Yau 12

Veal—Ngau Chai Yuk 12

" Sausages—Ngau Chai Yuk Tong 12

POULTRY.

Chicken—Kai Chai 12

" Capons, Large, Small—Siu Kai 12

" Ducks—Ap 12

" Doves—Fai Kai 12

" Eggs, Hen—Kai Tau 12

" Fowls, Canton—Kai 12

" Hares—Hoi Nam Kai 12

" Geese—Kao 12

" Geese, Wild Shanghai—Shung Hoi Yau 12

" Nge 12

" Musk Deer—Wong Keng 12

" Hare—To Chai 12

" Partridge—Chee Koo 12

" Pheasant—Shan Kai 12

" Pigeons, Canton—Fai Kai 12

" Hollo—Hollo Kai 12

" Quail—Um Chai 12

" Rice Birds—Wo Fai Chai 12

" Snipe—Chai Chai 12

" Turkeys, Canton—Fai Kai 12

" Hen—Na 12

" Wild Ducks, Shanghai, Sulap 12

" Teal, Shanghai, Sulap 12

" Wild Ducks Canton—Sung Shing Kai 12

" Ap 12

FISH.

Barbel—Kai Yau 12

" Bream—Siu Yau 12

" Canton Fresh Water Fish—Hoi Sin Yau 12

" Carp—Li Yau 12

" Catfish—Chai Yau 12

" Goldfish—Mau Yau 12

" Grabs—Kai 12

" Gudgeon—Mau Yau 12

" Dab—Sa Mang Yau 12

" Dace—Wong Mei Lun 12

" Dog Fish—Tui To Sa 12

" Eels, Canton—Hoi Nam Yau 12

" Fresh water—Tam Sol Yau 12

" Yellow—Wong Sin 12

" Frog—Tian Kai 12

" Garoupa—Sek Kai 12

" Gudgeon—Pak Kai 12

" Herring—Tso Kai 12

" Halibut—Chung Kwan Yau 12

" Labrus—Wong Yau 12

" Loach—Wu Yau 12

" Lobsters—Lung Kai 12

" Mackerel—Chai Yau 12

" Monk Fish—Mau Yau 12

" Mullot—Chai Yau 12

" Oyster—Sung Hoi 12

" Parrotfish—Kai Kai Yau 12

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S
E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland

GENUINE AGE

FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO.,

LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

(Ordinary business communications should be addressed to The Manager.)

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contributions.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$20 per annum.

WEEKLY—\$12 per annum.

The rates per quarter and per month, proportional.

Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Week subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, 10 cents. Weekly, twenty-five cents (for cash only).

DEATHS.

VAN BUREN, JOSEPH SHEPHERD.—On 17th July 1910, in Naples Harbour on board the S.S. "PRINZ EISEL FRIEDRICH." Aged 55 years.

On August 16, 1910, at Shanghai, Henry Gabriel, only son of Mr. and Mrs. J. F. Gabriel (J. M. Customs), aged nine months.

On August 15, 1910, at Weihaiwei, Arthur, dearly beloved son of Mr. and Mrs. R. H. Elias, aged 2 years and 8 months.

On August 15, 1910, suddenly at Shanghai, John Fisher, P. W. Department, S. M. Council, aged 35 years.

The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 22, 1910.

JAPAN'S PLACE AMONG THE NATIONS.

At the present time, one can hardly pick up any Home newspaper without encountering eulogistic comment upon the manner in which Japan has attained to her position among the great Powers of the world. Certainly it is a matter well worthy of consideration and study. Since she emerged triumphant from her struggle with her Russian neighbour, Japan has made progressive strides unparalleled in history, and from being a somewhat negligible Asiatic country twenty years ago is now entitled to rank high in the list of the Powers. And not only has her internal progress been remarkable. Outside her own borders she has found new spheres of influence and new fields for her swelling population. In Manchuria she has come to an agreement with her one-time enemy Russia. As regards Korea, it may safely be anticipated that agree-

tion by Japan is on the verge of becoming an established fact. Already Japan practically controls the administration of that country, and the formal act of annexation is merely a matter of time. We notice that in the House of Commons lately, Mr. Gershom Stewart (late of Hongkong) asked the Secretary of State for Foreign Affairs whether his attention had been called to the creation of a Colonial Board in Japan to superintend affairs in Korea, Formosa, and the Japanese part of Saghalien; whether his Majesty's Government inferred from this, or had reason to believe from other information, that the formal annexation of Korea by Japan was contemplated; and whether, in such event, his Majesty's Government would take steps to safeguard the commercial rights of British merchants in Korea secured by existing treaties between Great Britain and that country. Sir E. Grey replied as follows:—"The answer to the first question is in the affirmative. In the event of the annexation of Korea by Japan being decided upon, his Majesty's Government would carefully consider the best means of safeguarding their commercial interests in the country." It is on this very question of the conservation of existing commercial rights that Great Britain and her colonial possessions, including Hongkong, are going to be placed at a disadvantage by Japan's growing prestige and established power of treating on level terms with other countries for the mutual settlement of trade conditions. In the British Parliament a few weeks ago, Mr. A. J. Balfour summed up the position thus:—"I do not know how the Government are dealing with the Japanese difficulty. I understand that the Japanese have just adopted a commercial treaty absolutely destructive of the trade of Lancashire and Yorkshire. They have denounced the old treaty in favour of this country, and they have passed a new one which will come into operation unless modified not many months hence. It is the agreeable task of the British Foreign Secretary to negotiate for the mitigation of that treaty. I believe it to be true that the Japanese Foreign Minister has stated that there could be no negotiations with Great Britain on the subject because Great Britain had nothing to give. The position of the British Foreign Secretary in dealing with a nation like Japan in the matter of commercial bargaining has the prospect of a very poor time if he has nothing to give, and I do not look forward with any satisfaction to the negotiations, which, if they leave this new tariff substantially unmodified, will inflict a very severe blow on some of the greatest of our staple industries." In Manchuria again we see Russia and Japan arriving at an agreement with respect to their locus in that country. It is not quite clear that other trading nations are to be put at a disadvantage by reason of the ratification of that compact, but in commercial circles the opinion is freely expressed that at any rate it is not calculated to make for a continuity of the Open Door. In a recent issue, that well-informed journal, the *National Review*, had an illustrated representation of what the Open Door really means. The door is open certainly but on the inside are stationed a burly Cossack with rifle and bayonet and a heavily armed Japanese; as much as to say, "There, you see the door is open as we promised you, but come in if you dare." The German Press, with few exceptions, declares itself satisfied with the Russo-Japanese Treaty. The question invariably asked is: Against whom is it directed? The answer in most cases is, America. In some quarters it is suggested that England will turn out to be a loser by the treaty, as her alliance will no longer be so necessary to the Japanese. Hardly anyone admits that Germany is put at a disadvantage by it. As regards the new Japanese tariff, however, Britain decidedly is put at a disadvantage in comparison with other European nations. As Mr. Balfour points out in his remarks quoted above, Britain has nothing to give under her Free Trade system in return for concessions or rebates granted by our Asiatic ally whereas all the rest of the Powers have the privilege of affording Japan a relaxation in their own tariffs in exchange for similar favours extended to themselves. The *L. & C. Express*, which is noted for the temperate tone of its utterances, waxes wroth on this subject. "The Japanese," it says, "would do well to realise that the opposition in this country to the new tariff rates is very real, and that British traders will expect to receive reasonable concessions. We would submit to the statesmen of Japan that it is not merely a question of pounds, shillings, and pence. There are far higher considerations involved—the good feeling and friendliness of the people of the two nations. Japan has received many and substantial benefits from her connection with this country, and statesmen would do well to bear this in mind when considering the representations which our Foreign Secretary will, in due course, make to the Tokyo Foreign Office." In India also objection is taken to the new tariff. The *Indian Merchant's Chamber and Bureau* was asked by the Bombay Government for an expression of their opinion upon this subject. Four-fifths of the export trade from India to Japan consist of cotton and rice. The reply of the Chamber was to the effect that "the

Government of India would be perfectly justified in imposing such a duty on all raw cotton exported to Japan from India as may neutralise the advantage which the Japanese cotton industry now enjoys. Such a duty, it is added, might have been very reasonably levied by the Government long ago; but since the Japanese Government has now chosen to embark on a policy of high protective tariffs, the very least that the Indian Government could do is to impose the duty suggested to counterbalance the bounty which alone, in the opinion of the Committee, has enabled Japan to give a partial blow to Indian cotton industry. It is also seriously apprehended that the yarn trade might in the future be even more greatly crippled than hitherto if the Government of India does not at this opportune stage recommend the Secretary of State, in the true interests of this country, to impose the countervailing duty proposed." It remains to be seen what action the British Foreign Office will take in order to get out of the parlous position which the new Japanese tariff has placed them in. We can only express the hope that some friendly arrangement may be contrived so as to prevent friction and possible estrangement between Britain and her Eastern ally.

LOCAL AND GENERAL.

ABLE communication with Macao is restored. The Anti-Opium Commissioners have decided to begin a tour in the provinces to inspect opium conditions.

CHINA has telegraphed through the German Minister greetings of welcome to the German Crown Prince.

MRS. Baba Nashta, who is 126 years old still able to walk without support, worked for one hundred years on a farm in a Bulgarian village.

MR. Keir Hardie, M.P., speaking at Chester Street on July 24, said: "I regard the existence of a king as a proof of lunacy among the people."

MISS Hedwig de Hase before sailing for Hamburg will be "at home" Tuesday afternoon, August 23rd, at "The Firm," Magazine Gap Road.

GEORGE JOHNSON, a Leicester boxer, who was injured in 15-round contest with Walter Simmons, of Leicester, has died in the Leicester Infirmary.

LIEUT. COLONEL J. M. IRWIN, M.B., Royal Army Medical Corps, has been selected for service in North China and will leave for Tientsin in September next.

CAPTAIN E. B. KIDDLE of H. M. S. *Africa* and Commander Alexander Lowndes of H. M. S. *Albatross* have been reappointed to their commands upon recommissioning.

THE Antarctic steamer *Terra Nova*, which was a fortnight overdue, has arrived at Capetown and reports "All well." She was delayed through taking magnetic observations.

It is understood on good authority, says a Home paper, that the Ambassadorial vacancy at St. Petersburg will be filled by Sir Gerard Lowther, now Ambassador at Constantinople.

THE *Salgon Opinion* bears that M. Bellan, the pioneer rubber planter in Cebu China, a leading rubber estate, will send exhibits to the Agricultural Show at Singapore.

MR. Ph. Heideken, general manager of the North German Lloyd, arrived in the Colony this morning by the s.s. *Prinz Sigismund*. The ship was dressed on entering the harbour in honour of the distinguished passenger.

WE have received from the Asiatic Petroleum Company a glass paper weight advertising the "Shell" motor spirit. A pamphlet entitled "The Undiscovered Pole" illustrates "Shell" spirit packed and delivered for the British Antarctic Expedition 1910.

THERE were 1,200 babies entered for a baby show which was held at the Crystal Palace on July 23. There were thirty pairs of twins and four sets of triplets, and the competing babies came from all parts—even from India and Japan.

A REMARKABLE fire raged early on July 25 at 212 and 244 D'Almeida Street, St. George's-in-the-East, where 150 tons of scrap rubber took fire and became completely involved. A body of fifty firemen, with four steamers, fought the fire for an hour, but the rubber was destroyed.

ACCORDING to a native contemporary the Viceroy in Canton has replied to the Yuchuanpu, saying that owing to obstruction by the local people the work on the Canton-Kowloon line has been somewhat delayed but opposition has now been removed and the line will be completed in due course.

THE Pulo Lint Coal Mining Company, which carries on a flourishing business in Dutch East Borneo has issued its report for 1909. The output that year was 110,000 tons against 98,000 tons in 1908. About 50,000 tons were shipped off to Singapore and elsewhere. 161 vessels bunkered at Stagen, the shipping port of the company in 1909.

HONGKONG AND WHAMPOA DOCK CO., LD.

HALF-YEARLY MEETING.

The ordinary half-yearly meeting of shareholders of the Hongkong and Whampoa Dock Co., Ltd., was held at the Company's Town Office, at noon, to-day. The Hon. Mr. Henry Kewick presided. There were also present:—Messrs. H. A. Siebs, F. Lieb, G. H. Medhurst, G. W. Barton, (directors), J. W. C. Bonnar, H. G. White, J. P. Bragg, Chau Shiu-hi, Ho Fook, Lo Cheung Shui, Sidney Michael, Capt. J. M. Hay, Capt. F. H. Rolfe, R. M. Dyer (chief manager), and Wm. Jolly (secretary).

The Secretary having read the notice of the meeting, the Chairman said:—"Gentlemen,—The report of the directors and the balance sheet of the Company for the last half year have been before you for the past week, and with your permission I will take them as read. Keeping in view the universal commercial depression and consequent difficulty in obtaining sufficient work to keep all our establishments fully employed, I trust you will consider the result of the half year's working fairly satisfactory. While your directors are unable to recommend payment of a dividend for the period under review, the results are such that, with improvement of trade, and the benefit resulting from our reorganization, we hope in the future to have better reports to put before you. Our policy is now to endeavour, at every point, to take advantage of our ample docking, and repairing facilities, our modern plant, our up-to-date management and our small capital, in attracting work to Hongkong. With the advantages I have detailed, we are in an unenviable position in these bad times to do any work required by shipowners at very keen prices, to do it quickly, and to do it well. These advantages also are the only ones which will attract work to any establishment in these days of narrow margins, and as I have said before we are more than any firm in the East favourably placed for offering such conditions. Following the policy indicated at our last half yearly meeting the Company is endeavouring to get a large share of new work in the way of general machinery, and also constructional iron work, and our efforts have met with a fair amount of success; we now feel the advantage of our extended boiler shop, which department is fully employed and promises to continue so. We have practically completed 10 railway cars for the Kowloon-Canton Railway, and are endeavouring to secure more of this class of work in the future. Our foundry secures a fair amount of outside contracts and it would be a distinct advantage to the Company to increase the size of this department to meet the constantly increasing demand for castings. No. 1 Dock Extension is nearing completion and your directors hope that at the next general meeting they will be in a position to report that the contract has been finished. Generally I am of opinion that we should now be able to earn at least a moderate living, and as trade improves we are ready to take advantage of it. You will notice that we have not set any target aside for depreciation as during the last six months our establishments have all been maintained in thorough working order out of revenue. The improved position is due to the hard and well-directed work of our Chief Manager, and to the loyal manner in which his staff has seconded his efforts. (Applause.) The directors wish to express their appreciation of the manner which the interests of the Company have been studied and efficiency secured."

Before proposing the adoption of the report and accounts, I shall be pleased to answer any questions.

There being no questions, The Chairman proposed the adoption of the report and accounts.

MR. HO FOOK seconded. Carried unanimously.

The Chairman—Gentlemen, that is all the business before the meeting, to-day. Thank you for your attendance.

IS AN INFANT LIABLE?

JUDGMENT BY THE JUDGE JUDGE.

In the Summary Court this morning, Mr. Justice Harnand, Acting Police Judge, delivered his decision in the case in which Fong Kee, butcher, of 185, Central Market, sued Tang Poo Sang and Chan Wai Sun, partners of the G. Wilson restaurant, of 141, Wellington Street, to recover the sum of \$572.21 for goods sold and delivered. Mr. Leo Almada appeared for the plaintiff and Mr. F. X. Almada, of Messrs. Almada and Smith, represented the defendants.

In the course of his judgment, his Lordship stated that on the 15th August last an issue was directed by the Court to be tried as to whether an infant was liable. When the issue was argued before him, the question arose that assuming that Tang Poo Sang was an infant on the date of the accrual of the cause of action was he liable in law or equity to the plaintiff? His Lordship referred to a previous judgment in an action of a similar nature and said that he was satisfied as to the liability. Judgment would therefore be given for the plaintiff with costs.

His Lordship—Do you want to raise a plea on the merits of the case for the defence? Mr. Almada—No, my Lord.

RIIPP IN CHINA.

FACTORY TO BE ESTABLISHED.

A correspondent of the *Birmingham Post* states that he has it on good authority that the great German firm of Krupp are seeking facilities to establish in China a factory at which contracts for various Eastern Governments, as well as the Chinese, might be undertaken. It seems unlikely, however, that such facilities will be granted, and it may be expected that the representatives in Peking of Great Britain, France, the United States, and Japan would object to any special concessions the Chinese Government might be disposed to grant to Germans in this regard.

CHINESE BANKING METHODS.

WADING KNEE KEEP IN ACCOUNT BOOKS.

COUNSEL SAYS IT IS STUPENDOUS TASK.

Before the Chief Justice, Sir Francis Piggott, in the Supreme Court this morning, G. H. Wakeman, Trustee of the property of the Lai Hing firm, bankrupt, sued the Yik Lung Wo Kee bank and Li Ki Topp, of 78, Wing Lok Street, to recover the sum of \$20,000, being amount due for money lent. Mr. M. W. Slade, K.C., instructed by Mr. F. P. Hett, of Messrs. Bruton and Hett, appeared for the plaintiff and Mr. Eldon Potter, instructed by Mr. O. E. H. Heavis, of Messrs. Wilkinson and Grial, was for the defendants.

Mr. Potter stated that the position of the plaintiff had closed his case was this. Certain account books had been put to him, from which certain extracts were made purporting to show that the defendants were indebted in the sum of some thousands of dollars to the plaintiff and that the latter was entitled to recover. Plaintiff had taken good care only to bring the debit items to the attention of the Court. In point of fact, the interpreter went so far as to say there were no credit items.

Mr. Slade—No credits outstanding. There were credit items which we acknowledged.

Mr. Potter—Certainly not. His Lordship having explained the position as it appeared to him, Mr. Potter agreed with the learned Judge's version.

Proceeding, Mr. Potter stated that he would satisfy his Lordship that there was only a cursory examination made of the books. The plaintiff had not attempted to find the credit items, whereas his client had plenty of duty to intervene. I object to my friend's statement because he hasn't pleaded it.

His Lordship—It appears to me your position is entirely supposititious, Mr. Potter.

Mr. Potter—The position is this. The plaintiff has picked out certain books and called the attention of the Court to debit items only and now says "Oh, you owe us this."

Continuing, Counsel stated that the plaintiff had made no attempt to show the true balance of his client's indebtedness. He had merely picked out certain debit items. Defendant's position was on all fours with that of a person against whom were shown all the debit items of his banking account and not the credits, whereas if the one was deducted from the other there would be found nothing owing.

Mr. Slade—I went on my friend's statement, which has varied at different times. First of all it was deposits. Now he says we have given his client no credit for his credits.

His Lordship—You must not rely on plaintiff's books. You must rely on your own books, Mr. Potter.

Mr. Potter—What books have we? His Lordship—Surely, a person who deposits money into a bank presumably keeps an account of it?

Mr. Potter—Almost all the banks supply their customers with pass-books for their own purposes and those of their customers jointly. This is not the case with Chinese banks.

His Lordship—You must plead a specific defence.

Mr. Potter—I've a lot of defences. First of all, there's the question of the deposits; then there's the release.

His Lordship—Isn't it better to admit your defence at once?

Mr. Potter—Certainly. If your Lordship will see my way to give me leave to amend.

His Lordship—I think you must. I am beginning to realise your defence. So far you've only been attacking plaintiff's case.

Mr. Potter—From that, there's a lot more in it.

His Lordship—I daresay. At this point his Lordship said it appeared to him that the one weak spot in defendant's position was that he had no books.

Mr. Potter—It's not the practice with Chinese banks to issue pass-books.

His Lordship—I don't mean pass-books but a private account book.

Mr. Potter—May I suggest that the easiest way to settle this question of accounts would be to refer it to the Registrar?

His Lordship—Oh, no, you are now fluctuating between the supposititious and the actual case.

Mr. Slade—My friend should give up particulars. This matter has only just been sprung on us. He has given us no time.

Mr. Potter—My friend had the books for four years.

Mr. Slade—I don't know anything about it. His Lordship—Are you prepared to proceed, Mr. Potter?

Mr. Potter—I'm quite ready to go on if my friend will consent. This question of accounts must come before the Court eventually, as your Lordship must see.

Mr. Slade—I don't know anything about it. Mr. Potter—If my friend assisted me with certain material books it would have saved as this stupendous task. There are 400 books and we'll have to wade in them. I say my friend ought to have saved us the trouble.

Mr. Slade—As far as I know the books that I've put in have appeared as near complete as possible. No material books have been missing. Perhaps my friend might indicate the books in question.

The proceedings were still in progress when our report closed.

ACCIDENT TO COLONEL BAYARD.

We regret to report that Colonel Bayard, D.S.O., of the Buffs, met with a nasty accident on Saturday last at Causeway Bay while playing polo. His pony tripped and the popular Colonel was thrown to the ground. When picked up he was seen to be in a bad state. Assistance was called for and an ambulance was brought under the charge of Sergeant Pitt. The injured gentleman was then removed to the R. N. Hospital. Dr. Aubrey accompanied the ambulance to the Naval Hospital.

THE UNITED ASBESTOS ORIGINAL AGENCY, LD.

ANNUAL REPORT.

The report for presentation to the shareholders at the fourth ordinary annual meeting to be held at the offices of Messrs. Dodwell & Co., Ltd., Queen's Buildings, on Wednesday, the 31st inst., at 3 p.m., states:—The general managers have now the pleasure to lay before the shareholders the accompanying statement of accounts for the year ended 31st May, 1910.

ACCOUNTS.
The balance at the credit of profit and loss account, after writing off \$5,633.60 for depreciation, and including \$142.54 brought forward from last year, is \$8,117.43 which it is proposed to appropriate as follows:—

To pay a dividend of 15% on ordinary shares \$5,910.00
To General managers' remuneration 27 02 00
To carry forward to new account 471.43
\$8,117.43

AUDITOR.
The accounts now presented have been audited by Mr. F. Maitland, in the absence of Mr. W. Hutton Pitt, the latter, being eligible, offers himself for re-election.

DODWELL & CO., LTD.,
General Managers.
Hongkong, 16th August, 1910.

BALANCE SHEET, 31ST MAY, 1910.

LIABILITIES.
Capital 9,900 ordinary shares of \$10, of which \$4 per share paid \$39,600.00
100 Founders' shares of \$10 fully paid 1,000.00

Reserve fund 4,500.00
Unclaimed dividends 559.83
Exchange fluctuation account 5,128.55
Sundry creditors 21,919.59
Reserve for bad and doubtful debts 255.37
Bills payable 4,648.51
Profit and loss account balance \$127,623.75

ASSETS.

Land and buildings \$6,213.83
Less written off 389.94
\$ 5,823.89

Furniture and fittings: As per last account 7,889.14
Since added 338.70
Less written off 7,279.34
1,638.66

Value of material on hand in Hongkong, Singapore and Shanghai 79,310.07

Unexpired portion of insurance policies 66.16
Sundry debtors 28,758.87
Cash with Bankers 1,072.31
Cash in hand 446.07

\$127,623.75

PROFIT AND LOSS ACCOUNT, 31ST MAY, 1910.

To Interest \$ 144.94
Auditor's fee 150.00
Depreciation for year ending 31st May 1,553.60
Balance 8,117.43

\$10,359.97

By Balance from last account 7,342.54
Transfer from 4.00
Profit on trading 10,713.43
\$10,359.97

YANGTZE INSURANCE ASSOCIATION.

SOCIATION.

SPECIAL RESOLUTION CONFIRMED BY CHIEF JUSTICE.

Before the Chief Justice, Sir Francis Piggott, in the Supreme Court this morning, Mr. M. W. Slade, K.C., instructed by Mr. H. J. Gedge, of Messrs. Johnson, Stokes and Master, applied on behalf of the Yangtze Insurance Association to have a Special Resolution adopted by the Association extending its objects and altering its memorandum confirmed by the Court.

The petition set out that the Association was incorporated on the 13th July, 1889, under the Companies' Ordinance of 1865 as a limited company, with a capital of \$1,500,000, divided into 150,000 shares of \$10 each, on which the sum of \$150 per share had been paid and the balance of \$40 per share constituted a reserve liability. After stating the objects for which the association was formed, the petition went on to say that they proposed to extend the Association's objects and that no one would be prejudiced by the proposed extension, and it was just and equitable that the Special Resolution should be confirmed. All the shareholders had been notified of the Resolution and of the extension of the memorandum, but no objection had been received from any of them. In conclusion the petition asked that the alteration of the objects proposed to be effected by the Special Resolution might be confirmed by the honourable Court or that such other order might be made as to the Court might seem fit.

Mr. Slade stated that the matter had already been heard in Chambers and his Lordship had directed advertisements to be inserted in the local papers, and sanctioned by a certificate of the Registrar. The resolution had been agreed to unanimously by the shareholders.

His Lordship—In accordance with the Articles of Association?

Mr. Slade—The number of shareholders whose consent was required in the matter was abnormal; 8,000 actually voted out of a total of 12,000 shareholders. All the shareholders were present either in person or by proxy.

Counsel also stated that the Resolution was identical with that of the Union Insurance Society.

The Resolution was confirmed by the Court.

Intimations.

At the conclusion of the sports the prizes were presented to the successful winners by the Chairman of the Club, Mr. A. Rodger, and the proceedings ended with three ringling chess and a "tiger" for the Ladies, the Chairman and the hon. secretary.

Benavente's cargo of rice is destined for Europe.

Wednesday, 31st August.
United Asbestos Co.'s meeting, 8 p.m.

Agents Barlow & Co.
RAMBIA ESTATE 1-597 lbs.

Telephone No. 195.

"FRENCH STORE"
Hongkong, 18th July, 1910.

HUNG ON & CO.,
SHOW ROOM AND STORE
 at the Premises formerly occupied by
A CHEE & Co.,
17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND
FURNITURE
IMPORTERS AND DEALERS.

CROCKERY, Utensils, Electro and S
Plated, Glass and Iron Ware of S
descriptions, always on hand, for sale o
hina at moderate rates.
HONGKONG, 18th July, 1910.

RETS.

our Claret being good
only. Wines from a we
srs. Hanappier and U
of the best known firm
of Olarets. Their famo
pest kind to the ve
e had from

COMPANY, LTD

n's Road Central,
Hongkong.

owed on large quantities.

August 10th, 1 p.m.

The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co. :—

Allagars	5/9
Anglo-Javas	71s. 15
Anglo-Malays	24/6
Balgownies	16
Batu Tigas	102/6
Bertams	7/9
Bukit Kajangs (pp.)	53/-
Bukit Rajahs	—
Carey Uniteds	27/6 prem.
Cantfield's	150/-
Changkat Serdangs	51s
Cheras (part paid)	51s
Da. (fully paid)	51s
Damansaras	160/-
Eastern Internationals	18/9 prem.
Fed. Selangors	—
Glenaeles	52.20
Glenishels	—
Golcondas	12s/-
Golden Hopes	—
Highlands and Lowlands	115/-
Indragiris	517
Inch Kenneths	—
Jequies	—
Jonglandors	—
Kamulangs	6/6 prem.
Kuala Lumpors	177/6
Landrons (fully paid)	—
Landrons (ppd.)	—
Labas	—
Ledburgs	90/-
Linggis	53/9
London Asiatics	12/6
London Ventures	6/6
Merlimans	7/6
Pajamas	55
Pegohs	53s
Rubber Trusts	28/9 prem.
Saggas	270/-
Sandycrofts	53s
Sapongs	—
Seafields	—
Sekongs	30/- prem.
Shelfords	75/-
Singapore & Johors	56
Sumatra Paras	15s
Sungei Ohohs	105/-
Sungei Kapars	15/3
Tandjongs	—
Tangkahs	37/6
Toerangle	3/- prem.
Ulu Kasta	—
United Serdangs	17/6
United Singapore	51.75
United Sumatras	11/-
United Langkats	80/-
Para Rubber	8/9 per lb.

JULY RUBBER RETURNS.

Agents Barlow & Co.
RAMBIA STATE 1—397 lbs.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between Chitua, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

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(Subject to alterations).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA".....	"EMPRESS OF BRITAIN".....
SATURDAY, AUGUST 27TH	FRIDAY, SEPT. 23RD.
"EMPRESS OF INDIA".....	"ALLAN LINE".....
SATURDAY, SEPT. 17TH.	FRIDAY, OCT. 14TH.
"EMPRESS OF JAPAN".....	"EMPRESS OF IRELAND".....
SATURDAY, OCT. 8TH.	FRIDAY, NOV. 4TH.
"EMPRESS OF CHINA".....	"ALLAN LINE".....
SATURDAY, OCT. 29TH.	FRIDAY, NOV. 25TH.
"MONTEAGLE".....	From St. John.
TUESDAY, NOV. 9TH.	"EMPRESS OF IRELAND".....
"EMPRESS OF INDIA".....	FRIDAY, DEC. 6TH.
SATURDAY, NOV. 19TH.	

"Empress" Steamers will depart from Hongkong at 6 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line).....\$71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to missionaries, members of the Navy, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application from agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (formed intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port.....\$43.

Via New York.....\$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOUR, General Traffic Agent.

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA, KUPANG	"KUPANG"	TUESDAY, 23rd Aug, Noon.
TIENTSIN via TIENTSIN & CHONGSHING	"CHONGSHING"	THURSDAY, 25th Aug, Noon.
WEIHAIR via WEIHAIR & HANGSANG	"HANGSANG"	THURSDAY, 25th Aug, Noon.
SHANGHAI via SHANGHAI & YUENKANG	"YUENKANG"	FRIDAY, 26th Aug, 4 P.M.
MANILA via MANILA & SINGAPORE	"SINGAPORE"	FRIDAY, 26th Aug, Noon.
SINGAPORE, PENANG & CALCUTTA, KUPANG	"KUPANG"	MONDAY, 29th Aug, 5 P.M.
SANDAKAN via SANDAKAN & LAOYANG	"LAOYANG"	FRIDAY, 2nd Sept, 4 P.M.
MANILA via MANILA & SINGAPORE	"SINGAPORE"	FRIDAY, 2nd Sept, 4 P.M.
SHANGHAI, KOBE & MOJI	"NAISANG"	MONDAY, 12th Sept, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kupang*, *Yuenkang* and *Naishang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Ohsan, Tientsin & Newchwang.

† Taking Cargo on through Bills of Lading to Kuantan, Labuan, Davao, Singapore, Tawau, Usukau, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.,

Telephone No. 255, Hongkong, 22nd August, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To SAIL
SAMARANG & SOERABAYA	"SHANTUNG"	23rd Aug, Daylight.
MANILA	"TAMING"	23rd " 4 P.M.
ILOILO and CEBU	"BUNGKANG"	24th " 4 P.M.
SHANGHAI	"CHIHCHUA"	25th " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN"	31st " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, twice weekly.

S.S. "LINTAN" and S.S. "BANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA, TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chienan*, *Lintan*, *Chienan*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

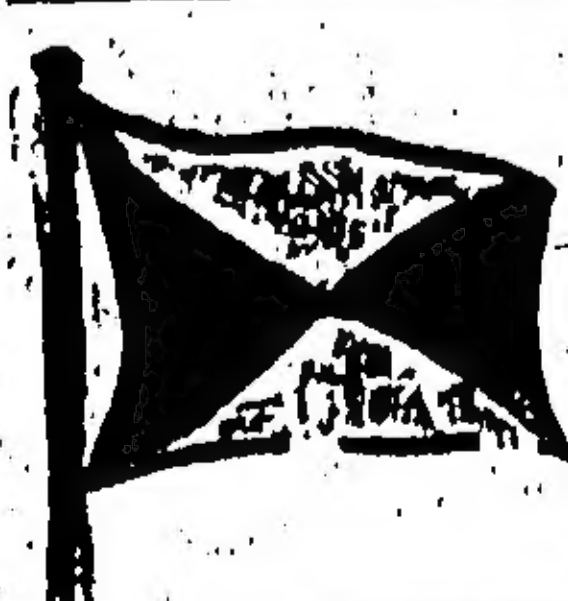
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Telephone No. 35, Hongkong, 22nd August, 1910.



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tonnage	Captain	For	Sailing Dates.
RUBI	2540	R. Rodgers	MANILA	SATURDAY, 27th Aug, at Noon.
CAIRO	2540	A. Fraser	"	SATURDAY, 3rd Sep, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO.,

General Managers

Hongkong, 22nd August, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY, AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY, (The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA	"TACOMA MARU".....	6,178	WED'DAY, 7th Sept, at Noon.
VICTORIA, B.C. & TACOMA	"PANAMA MARU".....	6,059	WED'DAY, 21st Sept, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMUI via SWATOW and AMOY	"JOSEPH MARU".....	SUNDAY, 28th Aug, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BOJUN MARU".....	THURSDAY, 25th Aug, at Noon.
ANING via SWATOW and AMOY	"SOBUN MARU".....	WEDNESDAY, 31st Aug, at Noon.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOSHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class, \$73.00. 2nd Class, \$55.00. 3rd Class, \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BOJUN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 20th August, 1910.

T. ARIMA, Manager.

Hongkong, 20th August, 1910.

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Hongkong, 20th August, 1910.

Shipping—Steamers.

NORDDDEUTSCHER LOYD, BREMEN.

"NOTICE."

FOR KODAT AND SANDAKAN.

Taking Cargo at Through Rates to Tawau, Labad Davao, Labuan, Jolo and Menado.

THE Steamship

"BORNEO,"

Captain F. Sembill, (ready to load on Monday a.m.) will leave on TUESDAY, the 23rd inst, at 9 A.M.

For Freight or Passage, apply to

NORDDDEUTSCHER LOYD, MELCHERS & Co., General Agents.

Hongkong, 19th August, 1910.

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Hongkong, 19

ROBBER ESTATE RETURNS.

	June	July	Total
Allagar	5,500	3,520	18,420
Alor Pongau	2,000	2,120	7,150
Alma	700	850	2,750
Anglo Malay	49,782	53,647	352,392
Ayer Kuning	—	—	833
Ayer Molek	—	—	5,077
Ayer Panas	500	—	900
Balagowie	9,175	8,752	60,714
Batak Rabi	—	—	4,335
Batak	1,948	2,700	11,774
Batu Caves	13,034	17,458	73,533
Batu Tiga	7,689	8,463	45,953
Bertam	9,795	—	61,543
Beveland	—	—	40,202
Bikam	1,166	2,051	11,032
Bimah	900	1,288	2,688
Bukit Kajang	4,293	5,473	23,158
Bukit Rajah	28,812	30,840	216,735
Bukit Lintang	5,800	5,800	21,270
Bukit Timah	779	621	1,566
Bukit K. B.	300	—	300
Caray United	11,800	12,000	63,050
Castlefield	3,700	3,700	21,542
Changkat Serdang	3,329	3,653	10,580
Changkat Salak	950	1,100	3,491
Cicely	13,495	16,000	78,165
Consolidated Malay	24,170	—	135,254
Caledonia	21,000	23,401	91,848
Chumor	630	—	630
Chrouse	2,122	2,233	5,845
Damansara	27,911	—	133,772
Edinburgh	6,400	—	37,750
Federated (Selangor)	11,317	—	62,455
F. V. S. Rubber	28,670	—	124,447
Gelang	14,000	21,000	73,100
Gleesley	1,851	1,735	11,418
Glenish	3,857	4,899	20,001
Glen Hope	2,956	5,114	33,330
Golconda	11,803	—	70,437
Gula Kalumpung	—	10,000	10,000
Harpenden	8,700	—	33,030
H. Y. J.	—	349	349
Heawood	902	1,100	2,909
High & Lowlands	37,471	39,266	258,523
Inch Kenneth	1,313	1,160	89,068
Jagra	10,074	11,758	47,054
Jepang	19,308	—	102,140
Kapar Para	13,587	—	64,473
Kampong	7,051	7,935	109,793
Kempsey	—	3,507	19,088
Kepong	2,975	3,900	17,409
Klebang	—	256	256
Kota Tinggi	—	1,840	1,840
Kuala Klang	2,138	—	10,915
Kuala	2,076	2,040	47,126
Krian Rub. Est.	3,124	3,503	17,847
Kuala Lumpur	41,200	—	216,610
Laba	19,134	16,616	105,584
Landroon	37,793	36,913	218,634
Ledbury	9,544	9,844	61,851
Linggi	63,000	71,000	416,000
London Asiatic	12,510	10,012	77,093
Malacca Plant	21,500	20,500	106,000
Merton	1,912	1,983	7,444
New Serendah	—	415	415
North Hummock	5,108	—	28,891
Nova Scotia	10,100	14,975	49,655
Palam	3,000	3,250	15,300
Pasaling	37,448	37,428	179,177
Pegoh	3,570	3,300	21,461
Pengkalen Durian	—	958	958
Pork Plant	10,874	—	58,414
Port Dickson	571	—	34,119
Radella	1,017	—	1,017
Rembia	621	597	5,372
Ribu Rubber	4,094	5,437	35,068
Rebana	12,500	16,500	73,250
Retanand	1,575	1,850	7,554
Riber Growers Assn.	3,981	5,507	10,827
Sengat	7,000	7,091	40,056
Selaba	5,186	6,750	33,070
Sungel Choh	4,610	—	31,360
Sungel Kapar	16,700	—	100,600
Sundaycroft	6,782	9,341	49,084
Susfield	16,085	—	74,506
Selangor	33,589	—	201,541
Seremban	34,081	38,615	215,114
Sembawang	271	535	806
Sembawang	5,772	6,250	31,323
Shelford	7,901	10,500	45,633
Shore & Johore	11,875	11,780	61,746
Singapore Para	4,000	5,400	34,050
Strata Rubber	24,700	—	140,180
Sungel Salak	2,012	2,358	14,189
Sungel Way	6,308	—	29,588
Tambakal	—	964	964
Telok Anson	535	—	14,555
Tali Ayer	13,100	13,500	70,300
Trafalgar	321	324	1,175
Trong	—	—	2,160
Ulu Pandan	410	475	885
United Singapore	1,610	1,945	8,435
United Sumatra	4,310	5,710	31,998
Vallambrosa	33,500	—	212,737

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which in above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.—Singapore Free Press.]

SHIPPING AND MAILS.

MAILS DUE.

American (Asia) 23rd inst.
German (Bavaria) 23rd inst.
American (Montana) 5th prox.
Canadian (Empire of India) 8th prox.
American (Tonya Maru) 15th prox.

The s.s. *Brimar* sailed from Keelung yesterday, and is due at this port to-morrow morning.

The P. M. S. S. *Co's Asia* will be due to arrive at Hongkong on 23rd inst., between 2 and 4 a.m.

The *Apac Co's s.s. Japan* from Calcutta left Singapore on 20th inst., and may be expected here on 26th inst.

The O. S. K. s.s. *Tacoma Maru* from Tacoma, left Moji for this port via Manila on 19th inst., and is expected to arrive here on 30th inst.

The Imperial German Mail s.s. *Prinz Ludwig* left Shanghai on 20th inst., at 7 p.m., and may be expected here on 4th inst., at 7 p.m.

The C. P. R. Co's s.s. *Montezuma* arrived at Shanghai at 2 a.m. on 20th inst., and left again at 3 p.m. same day, for Hongkong, where she is due to arrive at noon to-day.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	197 1/2
Do. demand	197 1/2
Do. 4 months' sight	197 1/2
France—Bank T.T.	124 1/2
America—Bank T.T.	43 1/2
Germany—Bank T.T.	182 1/2
India T.T.	133 1/2
Do. demand	133 1/2
Shanghai—Bank T.T.	74 1/2
Singapore—Bank T.T. per H.K. \$100	76 1/2
Japan—Bank T.T.	87 1/2
Yokohama—Bank T.T.	107 1/2
Buying.	
4 months' sight L/O.	197 1/2
3 months' sight L/O.	197 1/2
10 days' sight San Francisco	44 1/2
1 month's sight do.	45 1/2
10 days' sight Sydney & Melbourne	110 1/2
1 month's sight France	124 1/2
6 months' sight do.	125 1/2
1 month's sight Germany	186 1/2
Bar Silver	34 1/2
Bank of England rate	24 1/2
Overseas	31 1/2

THE WEATHER.

On the 22nd at 11.55 a.m.—The barometer has risen over N. China, and fallen in N.E. Japan. The depression lying in the vicinity of Wei-hai-wei yesterday, is moving towards N.E. over Manchuria.

Pressure is now highest over the Pacific in the neighbourhood of the Bonins.

Fresh to moderate S.W. winds may be expected in the Formosa Channel and over the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S.W. winds, moderate to fair.

2.—Formosa Channel, S.W. winds, fresh.

3.—South coast of China between Hongkong and Lamcocks, Same as No. 1.

4.—South coast of China between Hongkong and Hainan, Same as No. 1.

Shipping.

Arrivals.	
Walshing, Br. s.s., G. S. Holmwood, 20th Aug.—Hongkong 18th Aug. Gen.—J. M. & Co.	
Hunan, Br. s.s., 1143, Benson, 20th Aug.—Singapore 18th Aug. Rice—B. & S.	
Suppling, Br. s.s., 999, Hardey, 20th Aug.—Cebu and Iloilo 16th Aug. Gen.—B. & S.	
Mandarin Maru, Jap. s.s., 1245, K. Tamamoto, 20th Aug.—Milke 15th Aug. Gen.—M. B. K.	
Redhill, Br. s.s., 7104, Dowell, 20th Aug.—Manila 17th Aug. Gen.—D. & Co. Ld.	
Hellas, Ger. s.s., 1450, W. Neger, 20th Aug.—Singapore 13th Aug. Gen.—H. A. L.	
Glenash, Br. s.s., 757, J. Rafferty, 21st Aug.—Kaituma 14th Aug. Coal—B. & S.	
Sibirsk, Ger. s.s., 2449, K. Olsch, 21st Aug.—Moji 15th Aug. Coal—Adams & Co.	
Sui Sang, Br. s.s., 1775, M. Picknell, 21st Aug.—Chio-wang-tai 14th Aug. Coal—C. E. M. & Co.	
Haiyang, Br. s.s., 1161, Hodgins, 21st Aug.—Coast Ports and Swatow 20th Aug. Gen.—D. L. & Co.	
Paklat, Ger. s.s., 1018, E. Gattmann, 21st Aug.—Bangkok 13th Aug. and Swatow 19th Aug. Rice—B. & S.	
Quinta, Ger. s.s., 900, Schlesinger, 21st Aug.—Bangkok via Swatow 12th Aug. Rice—S. & Co.	
Helene, Ger. s.s., 771, Bendixen, 21st Aug.—Tourane 16th Aug. and Hoihow 20th Aug. and Pigs—J. & Co.	
Rajabari, Ger. s.s., 1189, F. Bremer, 21st Aug.—Bangkok 13th Aug. Rice—B. & S.	
Sibirsk, Ger. s.s., 2449, K. Olsch, 21st Aug.—Moji 15th Aug. Coal—Adams & Co.	
Sui Sang, Br. s.s., 1775, M. Picknell, 21st Aug.—Chio-wang-tai 14th Aug. Coal—C. E. M. & Co.	
Fri. Nor, Br. s.s., 860, Andersen, 21st Aug.—Canton 20th Aug. Gen.—Chiesse.	
Paoting, Br. s.s., E. L. Jones, 21st Aug.—Canton 20th Aug. Gen.—B. & S.	
Brand, Nor. s.s., 1170, M. Ermen, 21st Aug.—Samarang 13th Aug. Sugar and Molasses—A. T. & Co.	
Gilucus, Br. s.s., 3590, Jas. Milne, 22nd Aug.—Fochow 20th Aug. Gen.—B. & S.	
Mahilde, Ger. s.s., 831, Chr. Ulderup, 22nd Aug.—Halphong and Hoihow 21st Aug. Gen.—and Rice—J. & Co.	
Chichibu, Br. s.s., 1120, A. S. Harris, 22nd Aug.—Bangkok 18th Aug. Gen.—B. & S.	
Yuenyang, Br. s.s., 1128, R. Rolfe, 22nd Aug.—Manila 16th Aug. Gen.—J. & M. Co.	
Buian Maru, Jap. s.s., 1304, Y. Fusan, 22nd Aug.—Swatow 21st Aug. Gen.—O. S. K.	
Poonia, Br. s.s., 4878, A. F. Vine, R.M.S., 22nd Aug.—Hankow and Shanghai 16th Aug.—Gen.—P. & O. S. N. & Co.	
Singapore Maru, Jap. s.s., 5247, S. J. G. Parsons, 22nd Aug.—Kobe and Moji 17th Aug. Gen.—N. Y. K.	
Germania, Ger. s.s., 1714, Franden, 22nd Aug.—Canton 21st Aug. Coal—J. M. & Co.	
Changshing, Br. s.s., 1256, V. M. Liddell, 22nd Aug.—Canton 21st Aug. Gen.—J. M. & Co.	
Quarta, Ger. s.s., 1146, Madsen, 22nd Aug.—Macassar 12th Aug. Sugar and Gen.—J. O. J. L.	
Prinz Sigismund, Ger. s.s., 1844, D. Lens, 22nd Aug.—Sydney via Port 30th Aug. Gen.—M. & Co.	
Dauphine, Br. s.s., 4476, J. W. Smallwood, 22nd Aug.—Singapore 17th Aug. Gen.—B. & S.	

Clearances at the Harbour Office.

Shanghai, for Samarang.	
Hunan, for Tientsin.	
Padilla, for Hongkong.	
Germania, for Hongkong.	
Alfay, for Manila.	
W. H. s.s., for Hongkong.	
Gloucester, for Singapore.	
Devonshire, for Shanghai.	
Kiangshing, for Canton.	
Roofing, for Amoy.	
Cathay, for Canton.	
Amoy, for Swatow.	
Kohichang, for Swatow.	
Kafuku Maru, for Wakamatsu.	
Poonia, for Singapore.	
Changshing, for Canton.	

Arrivals at Home—27th July—Japan.

20th July—Idomono, Kama Maru, Fukuoka, 20th August—Borneo, Priam, Samsung, Yokohama, 5th August—Armed Biki, Lancia, 10th August—Andalucia, Kanakiki Maru, Minami, 12th August—Samsung, 13th August—Sima, 16th August—Samsung, 17th August—Sima, 18th August—Samsung, 19th August—Sima, 20th August—Samsung, 21st August—Sima, 22nd August—Samsung, 23rd August—Sima, 24th August—Samsung, 25th August—Sima, 26th August—Samsung, 27th August—Sima, 28th August—Samsung, 29th August—Sima, 30th August—Samsung, 31st August—Sima, 1st September—Samsung, 2nd September—Sima, 3rd September—Samsung, 4th September—Sima, 5th September—Samsung, 6th September—Sima, 7th September—Samsung, 8th September—Sima, 9th September—Samsung, 10th September—Sima, 11th September—Samsung, 12th September—Sima, 13th September—Samsung, 14th September—Sima, 15th September—Samsung, 16th September—Sima, 17th September—Samsung, 18th September—Sima, 19th September—Samsung, 20th September—Sima, 21st September—Samsung, 22nd September—Sima, 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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ £1,500,000 \$15,00,000 \$15,00,000 }	\$2,027,618	{ £2.5/- for half year ending 31.12.09 @ ex 1/9/- = \$5.11	5 %	\$227 1/2 b. ex div. 1/2
National Bank of China, Limited	99,925	£7	£6	{ £4,000 \$40,000 }	\$30,554	\$2 (London 3/6) for 1903	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$15,00,000 \$15,00,000 }	none	\$10 for 1908	6 %	\$167 1/2 buyers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 25,000 Tls. 25,000 Tls. 25,000 }	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 115 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$1,000,000 \$10,00,000 \$10,00,000 }	\$287,984	{ Final of \$50 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909	6 %	\$840 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	{ \$1,000,000 \$10,00,000 \$10,00,000 }	\$77,687	{ \$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7 %	\$200 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$10,00,000 \$10,00,000 }	\$4,8406	\$6 and bonus \$2 for 1908	7 1/2 %	\$111
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$10,00,000 \$10,00,000 }	\$426,218	\$27 for 1908	8 %	\$345 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,743 \$77,430 \$77,430 }	Dr. \$3,777	\$ 1/2 for 1906	...	\$14
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$250,000 \$2,50,000 \$2,50,000 }	Nil.	\$1 for year ending 30.6.1908	...	\$27 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,200,000 \$12,00,000 \$12,00,000 }	\$24,766	Final of \$1 1/2 for account 1910	8 %	\$324 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £138,100 \$1,381,000 \$1,381,000 }	£ 537.82	{ 6/- for 1907 on Preference shares only @ as 1/9 11/15 = \$3. 11 1/2	...	\$60 sellers
Do. Do. (Deferred)	60,000	£5	£5	{ £138,100 \$1,381,000 \$1,381,000 }	£ 537.82	{ 3rd lot of 2 1/2 per cent. (coup. No. 12) making in all 4 1/2 for '08 & interim of 1 1/2 for ac. '09 }	5 %	917 1/2 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £200,000 \$2,000,000 \$2,000,000 }	£ 2,994	{ A dividend of 7 1/2 % for year ending 30.4. 1910 & bonus of 5 % }	5 1/2 %	\$24 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$100,000 \$1,000,000 \$1,000,000 }	\$62,681		4 1/2 %	\$12 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$100,000 \$1,000,000 \$1,000,000 }	Dr. \$7,000	\$10 per share for 1909	6 %	\$167
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$100,000 \$1,000,000 \$1,000,000 }	Dr. \$135,801	\$5 for 1897	...	\$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 1,000,000 Tls. 1,000,000 }	Tls. 6,000	Tls. 20 for year ending 31.12.09	...	Tls. 800 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £12,282 \$122,820 \$122,820 }	£ 4,435	Interim of 1/6 for 1910 (coupon No. 14)	9 %	Tls. 16
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	{ Pa. 10 \$100,000 \$100,000 }	none	First year	...	Pa. 10
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £1 \$100,000 \$100,000 }	none	\$2 per share 13th dividend	5 %	\$74 sellers
Oriental Consolidated Mining Co., Ltd.	50,000	G \$10	G \$10	{ G \$10 \$100,000 \$100,000 }	none	Final of Gold \$0.65 for 1909 in all G \$1.15	...	\$41 1/2
Docks, Wharves & Godowns.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	{ \$25,000 \$250,000 \$250,000 }	Dr. \$8,460	\$1.75 for year ending 31.12.05	...	\$91 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	{ \$550,000 \$5,500,000 \$5,500,000 }	\$204,847	\$2 1/2 for 1909	4 1/2 %	\$54 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$50,000 \$500,000 \$500,000 }	\$113,755	Interim of \$1 1/2 for account 1909	...	\$51 buyers
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	{ Tls. 100 Tls. 1,000,000 Tls. 1,000,000 }	Tls. 6,266	Final of Tls. 3 making Tls. 6 in all on 9/10	6 1/2 %	Tls. 76
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	{ Tls. 100 Tls. 1,000,000 Tls. 1,000,000 }	Tls. 9,222	Final of Tls. 4 making Tls. 7 for 1909	7 %	Tls. 116
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 Tls. 150,000 Tls. 150,000 }	Tls. 4,314	Tls. 6 for year ending 29.2.09	8 1/2 %	Tls. 101 sellers
Central Stores, Limited	50,123	\$15	\$15	{ \$15,000 \$150,000 \$150,000 }	\$24,004	\$1.20 on old and 60 cents on first new issue	8 1/2 %	\$26 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$50,000 \$500,000 \$500,000 }	\$1,177	\$2.00 on old shares and 1.30 on new shares	2 %	\$104 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$100,000 \$1,000,000 \$1,000,000 }	\$27,900	for half year ending 31.12.09	7 1/2 %	\$84 1/2 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$10,000 \$100,000 \$100,000 }	\$5,471	Final of \$1 making \$7 for year end 31.1.09	6 %	\$81 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$50,000 \$500,000 \$500,000 }	\$279	45 cents for 1909	8 1/2 %	\$52 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,125,000 Tls. 11,250,000 Tls. 11,250,000 }	Tls. 63,969	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 112
West Point Building Company, Limited	12,500	\$50	\$50	{ \$50,000 \$500,000 \$500,000 }	\$1,958	Final of \$1.50 making in all 3.50 per share for 1909	8 1/2 %	\$39
COTTON-MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	{ Tls. 10,000 Tls. 100,000 Tls. 100,000 }	Tls. 10,001	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 110 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$10,000 \$100,000 \$100,000 }	\$6,553	50 cents for year ending 31.7.08	10 %	\$5
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 1,750,000 Tls. 1,750,000 }	Tls. 3,373	Tls. 7 1/2 for year ending 30.9.09	12 %	Tls. 57 1/2
Loan Tung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 100 Tls. 1,000,000 Tls. 1,000,000 }	Tls. 4,829	Tls. 6 for 1909	7 %	Tls. 68 1/2
Sey Ohe Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 100 Tls. 1,000,000 Tls. 1,000,000 }	Tls. 31,173	Tls. 25 for 1909	10 %	Tls. 240
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	£12 1/2	£12 1/2	{ £1,500 \$15,000 \$15,000 }	£ 648	15 % per share for 1908	...	\$10 buyers
China-Borneo Company, Limited	50,000	\$12	\$12	{ \$12,000 \$120,000 \$120,000 }	Nil.	60 cents for 1909	6 %	\$9 sellers
China Light and Power Company, Limited	50,000	\$5	\$5	{ \$5,000 \$50,000 \$50,000 }	\$61,138	10 cents for year ended 28.2.06	...	\$7.40 sellers
Do. Do. (Special shares)	50,000	\$1	\$1	{ \$1,000 \$10,000 \$10,000 }	\$6,002	80 cents for 1909	9 %	\$82 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$10,000 \$100,000 \$100,000 }	\$1,803	\$1.20 for year ending 31.7.09	6 1/2 %	\$19 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$5	{ \$7,500 \$75,000 \$75,000 }	\$1,803	Final of 40 cents making in all 75 cents per share for 1909	10 %	\$6 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$10,000 \$100,000 \$100,000 }	\$670	14 per cent. viz. \$1.40 for 1909	12 %	\$14 sellers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$10,000 \$100,000 \$100,000 }	\$11,708	{ A dividend of \$1.30 per share and a bonus of 10 cents	6 %	\$20 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$10,000 \$100,000 \$100,000 }	\$7,616	Final of \$8 for 1909	6 %	\$135 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$10	{ \$25,000 \$250,000 \$250,000 }	\$7,176	Final of \$1 making in all \$2 for 1910	9 %	\$21 buyers
Hongkong Ro-Ro Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$10,000 \$100,000 \$100,000 }	Tls. 316,682	1st interim dividend of Tls. 12 1/2 for 1910	5 %	Tls. 1,350
Mastichappi of Mijia, Bosch, en Landbouwer plaat in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Gs. 100 Gs. 1,000,000 Gs. 1,000,000 }	Tls. 316,682			
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$10,000 \$100,000 \$100,000 }	\$3,074	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	5 1/2 %	\$14 sellers
Peak Tramway Company (new)	50,000	\$10	\$10	{ \$10,000 \$100,000 \$100,000 }	Pa. 18,640	None	...	\$1.50 sellers
Philippine Company, Limited	75,000	\$10	\$10	{ \$10,000 \$100,000 \$100,000 }	Tls. 21,121	None	...	\$10 sellers
Shanghai-Sumai Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 100 Tls. 1,000,000 Tls. 1,000,000 }	Tls. 5,350	No dividend this year	2 %	Tls. 155 sellers
Societe des Pulpes et Papeteries du Tonkin	1,200	Halfpenny	Halfpenny	{ Halfpenny Halfpenny Halfpenny }	none	First year	...	\$20 sellers
South China Morning Post, Limited	6,000	\$25	\$25	{ \$25,000 \$250,000 \$250,000 }	Dr. \$31,006	None	...	\$26
Steam Laundry Company, Limited	20,000	\$25	\$5	{ \$25,000 \$250,000 \$250,000 }	\$17,866	10 % for year ending 31st May 1910	10 %	\$54 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$10,000 \$100,000 \$100,000 }	\$11,956	60 cents for year ending 31.12.08	8 %	\$17 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	{ \$10,000 \$100,000 \$100,000 }	\$4,000	60 cents per ord. share for year ending 31.5.09	5 %	\$124 sellers
Watkins Limited	10,000	\$10	\$10	{ \$10,000 \$100,000 \$100,000 }	\$7,041	25 cents for 1909	11 %	\$5 sellers ex div.
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	{ \$10,000 \$100,000 \$100,000 }	\$2,613	None	...	\$64
William Powell, Limited	15,000	?	?	{ ? \$100,000 \$100,000 }	\$782	None	...	\$2 sellers

Intimations

COMPANIA GENERAL DE
TABACOS

DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL \$5,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,
AGENTS.

Denmarks Pride



HEYMANS BUTTER

SIEMSEN & CO., Sole Agents.

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Hotels.

BAND I BAND II BAND III

BELLE VIEW HOTEL.

SHAUKIWAN ROAD,

Telephone No. 907.

By kind permission of the Commandant and Officers, the full Band of 105th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.

On SUNDAY, the 14th August.

Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandahs.

Dinner a la Carte 7.30 p.m.

Dining Rooms can be reserved by telephoning to the undersigned.

All cordially invited.

Hongkong, 10th August, 1910.

W. GALLAGHER, Manager.

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VIENNA CAFE COMPANY (1910
LIMITED (RE-CONSTRUCTED),

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

A FIRST CLASS RESTAURANT

(TABLE D'AOTE OR A LA CARTE).

Afternoon Teas, Ices, Light Refreshments.

Specially selected Brands of Wines, Spirits, Beers, etc.

An extensive modern Bakery.

A French Chef.

Hongkong 22nd July, 1910.

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Intimations

A TOO STABLE.

LEIGHTON HILL ROAD.
(next to No. 1, Police Station).

HAS established a SHOEING FORGE at Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARMERS by arrangement.

Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

PRICES:
At the Stables or anywhere in Hongkong, \$2 per animal.
At Kowloon, \$3 per animal.

A TOO STABLE,
Leighton Hill Road,
Hongkong, 22nd March, 1910.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

TOILET REQUISITES

FOR SALE

12, D'ARVILLE STREET,

HONGKONG.

Hongkong, 1st September, 1909.

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